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these influences was developed to any extent, he was able to get more accurate impressions than his predecessors, all of whom visited that region later in the year.

Finally, he ascertained that the lower course of the Sarydshas River, which collects the waters of the central Tian-Shan toward the Tarim River, is not identical with the river coming down through the Dshanart Valley, as had been supposed, but that it corresponds to the river known to the natives as Kum Arik (channel of the desert), which breaks through the parallel ranges in a deep transverse valley, so narrow as to be absolutely inaccessible when the river carries the full amount of water. As this is the case throughout the warm season, the river being supplied by all the glaciers of the central Tian-Shan, only a mid-winter expedition would be able to enter that valley and trace it up to the explored parts of the Sarydshas course.

The study of glaciers and valleys also formed an important part of the programme. Like others before him, the author found evidences of an extensive glaciation everywhere. The present glaciers seem almost stationary, since the large supply of snow from the highest regions will replace any amount of loss due to melting at the base of the glacier; only on the Mushketow glacier were slight traces of recession noticeable. A peculiar feature of all the glaciers in the neighbourhood of Khan Tengri is the innumerable ice-lakes which they contain—funnel-shaped, and from 600 to 1,000 feet "large" (the author does not explain whether this means diameter or circumference)—whose origin is still to be explained.

A large-scale map and two beautiful mountain panoramas made of 8 x 10-inch plates are great helps to a proper appreciation of the text, and both text and illustrations make the reader look forward to the publication of the complete report, which is to follow upon this preliminary one.

M. K. G.

Reisen im westindischen Mittelmeer. Von Dr. Georg Wegener.

Berlin, 1904. Allgemeiner Verein für deutsche Litteratur.

The book is a collection of letters containing records of the author's travels in Central America, which were written originally for the "Tägliche Rundschau" at Berlin. While not claiming to be scientific (as shown by the choice of the publisher and by its origin), it belongs to the best that has been written in the line of light geographic literature, whose principal value consists in awakening the interest in geography among the wider reading public, and for being pleasant reading it is no less rich in reliable information about the places visited. The list of the latter comprises the island of St. Thomas, Martinique, and an ascent of Mont Pelé, together with an account of its eruption on March 26, 1903; Jamaica, the Colombian cities of Puerto Colombia, Barranquilla, and Cartagena, Panama and the Canal region, Costa Rica and its capital San José, and an ascent of the Costa Rican volcano Irazu. The author's well-known skill in portraying, in short sketches, the characteristic features of the countries and nations visited is entirely up to the mark of his former publications, and even the professional geographer who will spend an hour of leisure with him will not lay the book aside without feeling indebted to the author for some new sidelights on otherwise familiar subjects.

M. K. G.

Historic Highways of America. By Archer Butler Hulbert.

Vols. 8-16. The Arthur H. Clark Company, Cleveland.

Vols. 1-7 of this series were noticed in this BULLETIN, Vol. 36, page 54, 1904. The work is now complete, and calls for a reference to the remaining parts. Vol. 8

deals with the Military Roads of the Mississippi Basin, and the conquest of the old Northwest, as accomplished by the expeditions of George Rogers Clark, Harmar, St. Clair, and Wayne, between the years 1778 and 1794. In view of little previous attention to the actual route followed by Clark, the author attempts a careful identification of various points on the line of march.

A passage from Clark's memoir shows that he hurried to cross the flooded grounds of the Little Wabash, not only in patriotic ardour to reach Vincennes, but that his men might see all hope of retreat cut off, and prefer to meet future danger rather than encounter again the sort of hardship which they had already endured. The following maps are reproduced: Hutchins's Sketch of the Wabash in 1768 (from original in British Museum); part of Arrowsmith's map of the United States, 1796; Dr. Belknap's Map of Wayne's route in the Maumee Valley, 1794 (original in Library of Harvard University). There is also a sketch map of parts of Illinois, showing routes pursued by Clark's expedition.

Waterways of Westward Expansion is the theme of Volume 9. The preface and opening pages contain some just observations on the importance of the Ohio River. These appeal to the physical geographer, both on account of the extent of basin, the variety of surface, the large rainfall and run-off, and the wealth of resources. To the historian the appeal is equally strong, in connection with the first great westward movement and the subduing of the country within and beyond the Appalachians.

Chapter III consists largely of quotations from "The Navigator," a guide-book to the river and to adjacent regions, published in Pittsburg, in 1801, by Zadok Cramer. Population, towns, products, commerce, and directions for the voyage come in for attention. The "Evolution of River Craft" affords an entertaining chapter, with many features of old life on the river vividly presented. "Three Generations of Rivermen" follows appropriately.

The tenth volume is on the Cumberland Road, commonly known as the National Road, and perhaps it might have been better to use the latter title, owing to the danger of popular confusion with the Wilderness Road, through the Cumberland Gap. This was built from Cumberland, Maryland, westward, connecting eastward with Baltimore and Fredericktown. The author gives the history of inception and construction, and follows with popular and interesting details about the coaches, freighters, mails, and tavern life of this great highway.

Volumes 11 and 12 are devoted to "Pioneer Roads," and Volumes 13 and 14 take up "Great American Canals." The Pioneer Roads form two rather miscellaneous volumes, containing much interesting material, but betraying the lack of order and organization, which is too characteristic of the series as a whole. There are chapters on Braddock's Road, the Genesee Road, the Catskill Turnpike, and "Dickens on Pioneer Roads," the last being mainly quotations from Dickens' *American Notes*, evincing the author's passion, if such it may be called, for wholesale quotation. This aspect of the series tends to make it a source of history rather than a history.

The volumes on the canals have much more unity, one being given to the Chesapeake and Ohio Canal and the Pennsylvania Canal, while the other is wholly about the Erie Canal. It can hardly be said that the last will serve as a final history of the great ditch, but it is certainly the one available, and therefore most welcome, story of this large work of the Empire State.

Volume 15 is on The Future of Road Making in America. This, too, is but a fragmentary treatment, as a kind of supplement to the whole. It deals briefly with the recent movements for the improvement of earth roads, including Government co-operation, the meaning of good roads to the farmer, and a closing chapter on

Stone Roads in New Jersey. Volume 16 is given up to an index, a valuable addition, as giving a clue to the great mass of material, which too often seems unrelated and discontinuous.

As a whole, these later volumes of the series perhaps show less tendency to pad with undigested source materials, and are more adequately illustrated as regards maps. This reviewer sees, however, no reason to change the opinion formed by examination of the earlier volumes, that the series, while valuable and almost indispensable to students of American geography or American history, is not as thorough, orderly, and useful as the subject demands. While we recognize a distinct debt to Mr. Hulbert for the large work which he has done, we could wish it done with less haste, in fewer volumes, and at one-half or one-third of the cost to those who wish to possess the work.

A. P. B.

Dar-ul-Islam. A Record of a Journey through Ten of the Asiatic Provinces of Turkey. By Mark Sykes. With Appendix by John Hugh Smith, and Introduction by Prof. E. G. Browne. xviii and 294 pp., 73 pictures, 22 maps, and Index. Bickers & Son, London, 1904. Imported by Charles Scribner's Sons, New York. (Price, \$5.)

The travels here described embraced the most of Anatolia (including Armenia) and Syria as far south as Damascus. Dar-ul-Islam means "The Home of Islam." Many of the descriptions relate to regions that are little hackneyed in the literature of travel; and the distinctive merit of the book is that it throws light upon the actual conditions now existing in a large part of Asiatic Turkey. The writer's style is sprightly, and his purpose is not very serious; but his book is full of acute observations about regions concerning which curiosity is not yet sated. The tone is that of the following passage (p. 171):

Who pretends to understand orientals? Few Europeans who have lived among them all their lives would admit that they had fathomed more than their own ignorance. Burton, Burckhardt, and a few others may have known something, but not all. . . . Indeed, it is not a good thing to know too much of orientals; if you do, perhaps you may wake up one morning and find you have become one.

Mensch und Erde. Skizzen von den Wechselbeziehungen zwischen beiden. Von Alfred Kirchhoff. Zweite Auflage. 127 pp. B. G. Teubner, Leipzig, 1905. (Price, M. 1.25.)

The first edition of this book appeared in 1901. It contains seven lectures illustrating, in a striking manner, the relations between man and his physical environment. The titles of the chapters are: 1, "Das Antlitz der Erde in seinem Einfluss auf die Kulturverbreitung;" 2, "Das Meer im Leben der Völker;" 3, "Steppen und Wüstenvölker;" 4, "Der Mensch als Schöpfer der Kulturlandschaft;" 5, "Geographische Motive in der Entwicklung der Nationen;" 6, "China und die Chinesen;" 7, "Deutschland und sein Volk."